



Issue 1: Increased Support for Transportation

Federal programs and funding are essential for local street, bridge, transit, bicycle/pedestrian, and interstate improvements. Janesville has been able to better plan for and advance much needed local, state, and federal road projects by maintaining programs and funding shares through the FAST Act and is hopeful this dedicated funding source will continue and increase following 2020. We urge Congress to continue prioritizing transportation by fully funding Wisconsin's transportation priorities and returning Wisconsin's fair share of dollars; allowing states to explore tolling by removing federal obstacles such as prohibiting the establishment of tolls on existing interstates; and assuring the long-term health of the Highway Trust Fund by allowing the federal fuel tax to be indexed to inflation. The current federal fuel tax has not been adjusted since 1993.

Issue 2: Funding Support for Public Transit

The Janesville Transit System (JTS) meets the transportation needs of the public by providing daily bus service within Janesville and regionally, allowing citizens to get to work, school, and essential services such as healthcare. Federal funding is vital to support Transit's capital needs and daily operations. We are ecstatic about Janesville's recent receipt of capital funding for additional buses. We remind Congress of the importance of funding the Bus and Bus Related Facilities program and the annual operating assistance program to provide adequate support for transit services in Wisconsin.

Issue 3: Continued Support for Housing and Community Development Programs

Federally-backed housing and community development programs are critical to assist Janesville's citizens and to support the local economy. The Community Development Block Grant (CDBG) and Home Investment Partnership (HOME) programs are essential in countless communities across the country, including Janesville. These programs help revitalize neighborhoods, encourage home ownership, improve housing quality, improve fair housing opportunities, provide employment opportunities, and provide low- and moderate-income residents with decent, safe and affordable housing. Despite increasing needs and a temporary increase in funding in 2018, CDBG and HOME funding declined again in 2019, and are still down 15% and 1% respectively since 2010. The City requests that CDBG and HOME funding remains a budgetary priority and that CDBG funding be restored to 2010 levels. We also request that Congress considers establishing a task force to evaluate these programs and explores means of reducing regulatory requirements to make it easier to use these funds to address the nation's affordable housing crisis. Through the Housing Choice Voucher (HCV) Rent Assistance Program, the City assists approximately 500 families each month, providing an essential safety net for low-income families. The families assisted in Janesville have an average income of \$12,098 a year, and 65% of those receive Supplemental Security Income (SSI), Social Security, or Pension income. Eligible applicants are waiting an average of 33 months for assistance. Administrative fees for the HCV program are insufficient to operate the program in a manner that truly supports and encourages family self-sufficiency. Administrative fees have declined from a 93% pro-rata in 2010 to 79% in 2019. The City requests that Congress increases funding to 100% of fee eligibility so services can be provided more effectively.

Issue 4: Railroad Safety and Disclosure of Hazardous Materials

When emergency events involving trains occur, local first responders are tasked with protecting life and property within the affected communities. However, railroad companies have little responsibility to those municipalities. We are pleased that the FAST Act included the requirement that local first responders be informed about hazardous materials traveling through their jurisdiction before the train arrives. However, this is just a starting point and the requirements should be expanded. For instance, local emergency personnel should be informed about materials in rail cars that are stored in yards and any "off-loading" of material that may occur within their jurisdiction. We ask Congress to continue refining rail safety and reporting requirements so that railroad companies are accountable to the local municipalities that shoulder the responsibility for managing rail-related emergency events.